

Chitina and then east to the Guggenheim mine.

The Guggenheims favor Cordova—they want to sell the Copper River & Northwestern to Uncle Sam, have Uncle Sam complete the line from Chitina into Fairbanks and then lease the whole road to them. Nice plan?

The Seward route is favored by John E. Bellaine, owner of Seward town site, and by the Canadian bondholders—who had to take over the Alaska Northern, which failed after building 71 miles of line.

Valdez, which was ignored by the Alaska railroad commission in its report, still has hopes.

Upto the present time Bellaine of Seward has the upper hand. He went before a committee of congress last year and showed it is the shortest route to the interior, taps more agricultural land than any other and is so located that branch roads can be built from it into more than half of the inland mining districts of Alaska.

Realizing existing conditions, the Guggenheims have attempted to put one over on Seward and the Kenai peninsula. They sent an agent with a survey party up Prince Williams sound to Passage canal and surveyed a route 11 miles across Portage pass. This cuts 50 miles off the route from the Mantanuska coal fields to the sea. Then this was tipped off (quietly, of course) and an order secured from the Coast and Geodetic Survey department for a survey of Passage canal.

The Passage canal route had already been passed up by the Alaska Northern, owing to the dangers of navigating Prince Williams sound in winter and the danger to railroad line from glaciers. But there is still a chance that it might prove the most valuable place for the navy department to build its coaling station at this point, so the interior department has crimped any plan to grab the harbor and right-of-way.

The bills now before Congress pro-

viding for the building of this road leave that question of route in the hands of the president of the United States.

The majority of Alaskans with whom I talked are well pleased with this.



A cut through snow 30 feet deep on the Copper River Line.

The port of London authority has given out its estimate for cat's milk for the year and an appropriation of \$4,000 is asked. London keeps its army of cats to handle the rats among the ships that come up the Thames. Hundreds of these cats answer the whistle call for feeding, and they hold a record of dead rats which runs into hundreds of thousands.